

Official and Classified ADVERTISEMENTS

Continued from Page 23

VESSELS WANTED

WANTED 32ft. (or thereabouts) cabin cruiser with forward accommodation and rear working space, suitable for carrying passengers on a scheduled service. Diesel engine, draught not exceeding 3ft. 6in., GRP construction, not more than three years old. Details to John Whitelegg, Western Isles Island Council, Telephone: Benbecula 2425 day, Lochmaddy 240 evenings.

WANTED 80ft. plus stern trawler or tug, must be steel, work not objected to as long as hull is sound, cash waiting, will travel anywhere to view. Telephone: Brighton (0273) 581082 anytime.

WANTED trawler size BOT, paraffin anchor, or NVC copper lamp. 25 Glasgow Street, Barrow in Furness.

WANTED 30/34ft. potter, wheelhouse aft, 75/100hp, £12,000. Telephone: Brighton 32243.

For the Danish market I am in search of first class top quality and seaworthy glass-fibre reinforced polyester fishing craft 30 to 50ft. in length with 2-3 alt. motors and fully equipped.

Please make an offer stating net cash price and time of delivery. Apply Box 8798, Polack's Annoncebureau A/S, Gathersgade 103, DK-1123 Copenhagen K., Denmark.

45/50ft. stern trawler/workboat, preferably steel, in good condition, no gear required, minimum 200hp. Up to £15,000. Photo and details to Box No. 535.

50/65ft. MVF required as workboat, must be under DTP's and sound, price, photograph if possible and all details, cash waiting for the boat. Box No. 534.

30/40ft. MVF workboat wanted, up to £5,000 for right vessel. Box No. 536.

WANTED 70/90ft. vessel or trawler, would prefer vessel load with lead line but not essential, forward photographs. Hutton, 13 Beverley Drive, Aberford, Leeds, Yorks.

30/34ft. crabber, Dixon style, flush deck, aft wheelhouse. Telephone: Falmouth 312522.

WANTED

WANTED for 53ft. MFV yacht conversion, auto pilot, VHF, radio telephone, radar, log, 24 volt diesel generator, Holmes, Bywater, Ash Lake Lane, Fishbourne, L.W. Telephone: Wootton Bridge 882866.

LIFERAFTS wanted, we purchase all types of liferaft, date of manufacture, make, and last service please. Liferaft Servicing Co., 14 Chapel Road, Tiptree, Essex. Telephone: Tiptree (0921) 815549.

WANTED small VHF R/T also 6-8 man liferaft. Write Brame c/o Robertson, Sandbanks, Angell.

WANTED: Crab claws and winkle, boiled or alive. Live lobsters. Box No. 377.

WANTED Hydraulic pot hauler, reasonable price. Mr. Stevens, 3 Brough Street, Derby, telephone: Derby 361139.

GOOD buyer of quality pollock, smoked, wet, filleted or whole. Telephone: Grimsby 50551.

TO LET

See Salmon Fishings to Let. The Department of Agriculture and Fisheries for Scotland offer for let the sea salmon fishings at Armdale — Suberland. Further particulars may be obtained from Room 305, Glasgow House West, Edinburgh (Telex 445-4525). Tel. 23541 or Senior Lands Office, DAFS, Clarence Street, Thurso (Tel. Thurso 3104).

DELIVERIES

KYLES MARINE SERVICE for deliveries of all vessels up to 500 tons. Telephone 0248 58 459.

ENGINES WANTED

WANTED Gardner, Kelvin, other engines, marine or land. Immediate cash payments. Tel. 54 High Street, Fraserburgh. Tel. 2240.

WANTED GARDNER/KELVIN & ALL BRITISH MAKES OF MARINE DIESEL ENGINES

Required with or without stern gear.

Interested in offers of all other makes and types. Top cash prices paid. Immediate collection and payment.

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WANTED Gardner, Kelvin, Blackstone, Caterpillar, marine diesels, willing to pay top price. Telephone: Cruden Bay 337 after 6 p.m.

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Beaufort Lighthouse BIRKENHEAD. Tel. 051-852 9151/100. Telex: 62478

SITUATIONS VACANT

QUALIFIED captain/ skipper to command small motor vessel for 12 months, good salary and excellent conditions. Telephone D. L. Gough 0100-0100. This vacancy is only due to the fact that the skipper is permanent, an immediate start is required.

Imac Marine Systems Limited

Exclusive distributors of ALUMINUM TROUS and other marine equipment require a top class engineer to be based in the high of Ireland to meet a major programme. The successful applicant will need to be highly motivated, able to accept responsibility, and be negotiable and a sales person.

Write giving details of experience and salary to: The Managing Director, Immac Marine Systems Ltd., 87 Scoles Street, Dublin 1. All applications will be treated in strictest confidence.

SALES & SERVICE RAINHAM TRADING ESTATE DOVERS CORNER, NEW ROAD, RAINHAM, ESSEX. Tel: Rainham 53355

SITUATIONS VACANT

QUALIFIED captain/ skipper to command small motor vessel for 12 months, good salary and excellent conditions. Telephone D. L. Gough 0100-0100. This vacancy is only due to the fact that the skipper is permanent, an immediate start is required.

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fishing news

April 1, 1977

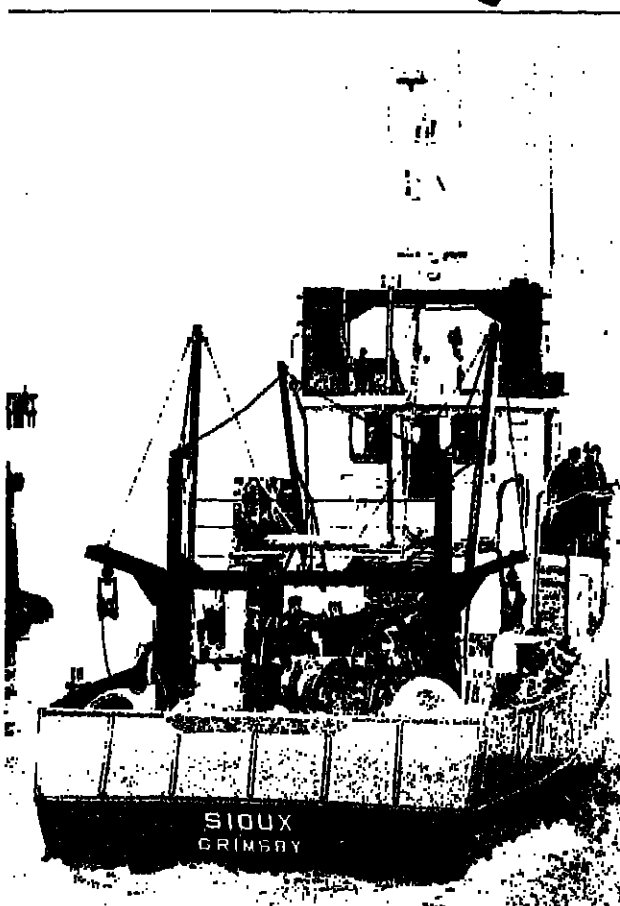
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EEC QUOTA OUTRAGE



Sioux at the start of her career, last year.

Sioux sinks — skipper lost

A LOWESTOFT skipper died early on Monday, when the 57-ton Grimsby multi-purpose *Sioux*, skippered by John Taylor, sank in gale force winds and snow showers some 82 miles east of the Humber. The skipper, Norman Howe (42) married with three children had made sure his five-man crew was safe in a survival raft, but in very rough seas he was reported to have missed the life-raft when he jumped from the ship and was swept away.

Continued from P 16

Strict herring plan

THE CLYDE herring fishing which opens on April 4 will be subject to strict management controls suggested and operated by fishermen. With a quota of 5,000 tons (4,000 last year) to play with, a meeting of the Scottish Fishermen's Organisation agreed to a 4-day working week to avoid the quota running out early, as it did last year. No boat will be allowed to exceed 70 un-its a week. This upper

restriction on catches will discourage some of the bigger vessels from moving in. There will be a further limit of 133-tons a week on total catches. All fishing will stop once this figure is exceeded. The Clyde herring quota runs until December 23 and the SFO is confident that these new measures will spin out the herring until the end of the year.

BRITAIN is on a collision course with the EEC over proposals to introduce a quota system which would see huge amounts of fish from UK waters filling up the holds of foreign fleets. Termed as a "conservation plan" by the EEC, the proposals were flatly rejected by John Silkin, Minister of Agriculture and Fisheries.

Prejudice

The quota system would have applied right up to the beaches and would have prejudiced the case for a 50-mile limit.

Reaction to the proposals from the British fishing industry has been vehement. In many quarters "insolent" was the word being used to describe the move.

Putting some figures on the proposals, the British Fishing Federation revealed that France would be able to double the British cod catch in the southern half of the area with 6,000-tons, while even Ireland would be able to take 3,200 tonnes against the British allowance of 2,800 tonnes.

"Throughout the area the French would have nearly 12,000 tonnes of hake, a traditional species for Fleetwood, which is nearly 1,600 tons more than the UK quota. The final insult comes

in the entirely British waters in the North Sea where it is proposed the French should have 10,200 tonnes of snaithe compared with Britain's 4,800 tonnes", says the BFF.

Retaliatory action was promised at Fleetwood if the deal goes through. "We have been conned just once too often", said David Rainford, chairman of the Fleetwood Inshore Fishermen's Association.

"If these proposals are not stopped dead in their tracks it will be time for action". The association, revealed Mr. Rainford, had sent a telegram to the Minister saying: "Demand immediate action against French and non-UK vessels on quotas and limits. Immediate action against Dutch vessels now at Fleetwood will be taken at the first sign of a sell-out on this issue."

Mr. Jim Cross, Fleetwood manager for J. Marr and Son Ltd., said: "If we don't resist

these proposals all the way last week a statement was made by Mr. John Peyton, Conservative Minister for Agriculture and Fisheries, who said that the proposed quotas for Atlantic waters had shocked and outraged the British fishermen.

Angry

There were some angry words from the south-west too: Brixham Councillor George Sewell, always a strong supporter of the local fishing industry, said the EEC had proposed a 41 per cent reduction on all species in the UK. Over 100,000 tonnes had been landed in the south-west last year and the EEC wanted the country's figure cut to just over 40,000 tonnes. "This amount could be caught by ten large Scottish trawlers in three weeks during the mackerel season," said that they had been bought all the way by British Government representatives.

New blue strength from COSALT

Blue Alloy square head trawling shackles

This new range of high strength Bow and 'D' type shackles incorporate screw pins made from heat treated chrome moly alloy steel.

The shackles range from 1" to 11" (12.5mm to 32mm dia.) with pin sizes one size heavier. The inside length of the Bow is available from 51mm to 115mm whilst the inside length of the 'D' is from 43mm to 94mm. Safe working loads vary from 2 tons to 12 tons and the proofload is twice the safe working load. In all cases the minimum breaking strength is six times the safe working load.

Bow Type (B)	Bow Pin (A)	Inside Length (mm)		Pin Length (mm)		Safe Working Load (tons)	Proof Load (tons)
		mm	in	mm	in		
1"	1"	25	1"	43	1 1/2"	2	12
1 1/2"	1 1/2"	31	1 1/8"	51	2"	3	18
2"	2"	38	1 1/2"	59	2 1/4"	4	24
2 1/2"	2 1/2"	45	1 7/8"	67	2 3/4"	5	30
3"	3"	52	2"	75	3"	6	36
3 1/2"	3 1/2"	60	2 1/4"	83	3 1/4"	7	42
4"	4"	68	2 3/4"	91	3 3/4"	8	48
4 1/2"	4 1/2"	76	2 7/8"	99	4"	9	54
5"	5"	84	3 1/4"	107	4 1/4"	10	60
5 1/2"	5 1/2"	92	3 3/4"	115	4 3/4"	11	66
6"	6"	100	3 3/4"	123	5"	12	72

COSALT

For more information, please contact your local branch representative or Head Office Export Dept. Cosalt Limited, Fish Dock Road, Grimsby, South Humberside. Telephone: 0472 58881. Telex: 52388.

FORCE 6 Tow-in Slip smash costs £10,000

THE 65ft. trawler *Gallanach* (DO 45), broke down about a mile outside Douglas Harbour, Isle of Man, on Tuesday last week.

Gallanach left port at about 8.45 am steaming for the queenie grounds. Shortly after 9 a.m. a distress flare was sighted from Douglas harbour.

The Conway trawler *Alberus*, which was weathering in Douglas, put to sea and made fast the tow line in a steep sea, the wind being about Force 6 southerly, and towed *Gallanach* back to Douglas.

Gallanach, which was previously owned in Fleetwood, has been dogged by engine trouble since arriving at Douglas earlier in the year.

The vessel is owned and skippered by Archie Allison of Annan, but has been fishing the Manx grounds and landing locally.

Skipper Allison previously skippered the queenie trawler *Janie Girl*, which sank off the Chikens last autumn.

Irish ban question THE EFFECT of the Irish proposal for limiting the size and horsepower of boats in a coastal belt should be relatively small on British vessels.

REPAIRS to the Bridlington fishing boat *Hannah Louisa*, which swept aground on rocks near the port's slipway last week (Fishing News, March 18), may cost between £8,000 and

£10,000. Skipper Brian Taylor of Bridlington said that although the boat had not been holed when she was pounded on the rocks around the slipway, there had been considerable damage to the bottom plates. The boat will be

going into dry dock at swept ashore.

Skipper Taylor and his four-man crew were rescued by breeches buoy after unsuccessful attempts by three lifeboats to prevent the 49-ton trawler from being

One of the life-lines fired by *Hannah Louisa* when she ran aground crossed two roads and ended up in an empty third floor flat.

Seen below, right, is

the crew wearing life jackets on deck ready to leave by breeches buoy. Skipper Taylor (left) without lifejacket) stayed aboard for more than an hour after his crew had been taken off. On the right, the trawler later aground.



COMMENT

COMMON FISHERIES FALLACY

THE EEC which has provided a series of disappointments for our fishermen has come up with its biggest affront yet by planning to introduce a quota system which could just about wrap up all hopes for British fishing. One of the major fears of this move is that it would mark the end of claims for a wide exclusive fishing limit.

While the EEC has maintained that it is working towards getting the Common Fisheries Policy settled by June, the quota plan is just one more indication that this day is still a long way off.

For a start, the suggested quotas are heavily loaded against British fishermen in favour of other member states. And even if this was not so, the principle of quotas would still not be acceptable.

Without strict enforcement, the successful operation of quota schemes has to rely on trust. The truth is, that from past experience, we do not consider other Community States and their fishermen trustworthy.

The whole of the British fishing industry is united in its denunciation of this latest plan from Brussels. So far the Government has given every indication that it is prepared to fight on this issue. We hope our negotiators will tell Brussels to forget all the wild ideas about quotas and get down to talking about what really matters — revision of the Common Fisheries Policy.

The way the EEC is now going, we could end up with a Common Fisheries Fallacy.

fishing news

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Don't cut hull costs to the bone

Building and fitting out a fishing boat is far from cheap, and no fisherman worthy of the name economises on nets, equipment or electronics — they are tools of the trade. All the more surprising then that some owners shop around for the cheapest hull on the market, ignoring potential maintenance costs, durability and even the safety of life and limb.

Tyler hulls are not cheap. But we firmly believe that they are the best. We employ the best designers, we use the best glass and resin materials and our moulding techniques have been proven on the seven oceans of the world. Small wonder that discriminating fishermen, pilotage authorities and public services turn to Tyler for rugged reliability.

Fishermen agree that you get out of fishing what you put in, whether it is money, effort or skill. So only the best — not the cheapest — is good enough.

When you come to sell a boat built on a Tyler hull, you can expect to reap an additional benefit — a re-sale value which justifies your foresight.

Tyler Boat Company offer hulls and superstructures suitable for fishing and commercial craft from 18 to 75ft.

Tyler

All Tyler fishing vessel mouldings can be supplied to comply with Lloyd's and W.F.A. requirements.

Tyler Boat Company Ltd. 12-21 Sovereign Way, Tonbridge Kent. Tel: Tonbridge (0732) 38611/19

£3m dock scheme 'too cramped'

SOME OF Lowestoft's fish market workers, who claim to have one of the coldest jobs in Britain, working on the open market all the year round, this week moved into the warmth and comparative comfort of new processing halls built by the British Transport Docks Board.

But praise for the new buildings, on the southern side of the Waveney dock, and forming part of the Dock Board's £3 million improvement scheme for the dock area, was tempered with criticism about the confined space in which they now have to work.

"It's hopeless trying to get all our supplies into this confined space and still have enough working room left," said Mr Harry Parr, manager of Easto Ltd, a firm which has been on the market for over 50 years.

"We're far too cramped. The office section should have been overhead but the Docks Board never consulted anyone about design and work space. The building just went up and we were told to move in."

Similar comments came from other firms on the market, including Baxter's and L. C. Roberts. "We've got nice new toilets and all that — but no room for our supplies. And we've already had a warning notice telling us not to use the area outside."

But despite their criticism the men were, for the first time, working inside modern hygienic premises — while a north-east gale and driving snow made conditions outside virtually unbearable.

The Dock Board's £3m scheme, moving towards its final stages, has included considerable work on new quays and steel piling, new roadways and service areas, together with display, packing and auction areas.

More processing halls and other buildings are to go up shortly on the western side of the Waveney dock. "We are at the moment negotiating with the merchants and owners," said Docks Board engineer Mr. K. Russell.



The new processing halls at Lowestoft. The first part of the £3m improvement scheme was opened this week accompanied by some fierce criticism.

MATE DIES ON SEINER

MR. SIDNEY PARKIN (55), mate of the Grimsby anchor-seiner *Stremoy* died at sea on March 24, after apparently being washed overboard in an unnoticed incident as the 21-ton vessel fished the North Sea about 100-miles north of Grimsby.

Skipper Margon Hansen and a deckhand managed to haul Mr. Parkin back on board but he was already unconscious and desperate measures failed to revive him. *Stremoy* immediately headed for home and the Grimsby medical authorities confirmed he was dead when he arrived early on March 25. It is believed Mr. Parkin,

one of Grimsby's most experienced seamen may have been carried overboard when a wave hit *Stremoy*, but this explanation had not been confirmed last Friday when a post mortem examination to assess the cause of death was being carried out.

Stremoy operates through the Tom Sleight (F.S.) Ltd. agency where a spokesman described the loss of Mr. Parkin as 'tragic'. He was a married man with two children and two stepchildren.

SAFETY CHARGE WARRANT

A TYNESIDE fishing vessel owner Alan Comb of Henton, Nonsuch-upon-Tyne failed to put in an appearance at North Shields Magistrates Court where he was due to be charged under new legislation relating to crew safety on fishing vessels.

Comb is charged with allowing the 50ft. vessel *Celerity* to be put to sea from North Shields prior to being released by competent authority on several occasions.

Other charges against Comb are permitting the vessel to go to sea without a certificate of safety being in force, impeding a Department of Trade Officer in the course of his duties and assault on the inspector causing actual bodily harm.

Mr. R. Strange for the Department of Trade said this was one of the first cases of its kind under the new legislation.

The Court issued a warrant with bail in the sum of £200 for Comb to appear before North Shields Magistrates on April 8th.

Oil rig key to week's top landing

A NORTH Sea oil rig helped BUT's big hauler *Ross Rodney* (Skipper Geoff Carsberg) to top the grossings at Grimsby last week. She made £54,455 for 2235 kits, including nearly 1,200 of coley, from a 21-day Norway Coast trip.

The former steamer was the only distant water to land on the Tuesday after a blank Monday which had seen no landings of any sort as the lumper staged a token strike in support of the Preston lockers. However it took some smart thinking by Skipper Carsberg and a real piece of ingenuity by BUT involving an oil rig rendezvous to collect spares specially helicoptered out as *Ross Rodney* hit mechanical troubles on the home run and looked virtually certain to be at least a day late.

Indeed there was still some doubt after switching the gully components, but *Ross Rodney* made up time well and justified the gamble by arriving in time to land on the best market of the week.

A feature of the six distant water landings, all from the Norway Coast, was the rationing of cod catches and haddock vessels were able to make a trip by filling up with some reasonable haddock fishing and on the recently abundant coley.

It is pretty well an open secret at Grimsby that owners are limiting skippers to about 500 kits of codstuffs per trip in order to ease out the quotas for 1977 which the EEC has for 1977 which the EEC has for 1977.

Biggest actual landing of the week came from BUT's *Vivara* (Skipper Roy Kurz) with a 2,440-kit turnout last Friday, but by then the

Ross Rodney — oil rig rendezvous. markets had fallen and she grossed £52,815 to end up in second place.

Vivara, after 22 days, had over 1,200 kits of coley plus codstuffs and haddocks.

To complete a hat-trick of the major placings *Ross Rodney* (Skipper Frank Gray), on probably her last Norway Coast trip before going middle water, picked up £43,523 for BUT from 1,874 kits, mainly coley.

BUT repeated this triple in the middle water section where *Ross Leopard* (Skipper Jimmy Brown), *Ross Panther* (Skipper Wally Stokes) and *Ross Jaguar* (Skipper Denis Speck) headed the section after 16-day Faroes Westernly trips. The top trip by *Ross Leopard* of 1,074 kits included over 600 of haddocks and the £27,492 grossing was one of the best-over middle water grossings at Grimsby.

MINCH HALL WANTED
SCOTTISH fishermen want an early halt to herring fishing in the Minch.

The Scottish Fishermen's Organisation made an approach to have licences withdrawn but, a spokesman for the Department of Agriculture and Fisheries said that other bodies had to be consulted first.

Lowestoft man to head-up inshore agency

MR. PETER CATCHPOLE, of Ness Point Fisheries Ltd., Lowestoft, has been appointed the new managing director of Tom Sleight (F.S.) Ltd, Grimsby's largest anchor-seiner and pair trawling agency and one of the Fred Parkes Holdings Ltd. companies. He will assume control from April 12. Catchpole was formerly manager of Boston Deep Sea Fisheries wetfish fleet at Lowestoft, a post he left to launch out on his own. He has been largely instrumental in recent years in the fast-expanding Ness Point Fisheries which specialises in trawler and pair boat management and also very active in oil rig support work from the Suffolk coast. He will continue as Director of Ness Point Fisheries Ltd.

CHART SERVICE
THE Kelvin Hughes Charts and Maritime Supplies depot at Lowestoft has been granted a Class 'A' Admiralty Agency as from April 1.

The depot will now be able to offer a full correcting service both for the sets of charts held by ships and to the full range that it will hold in stock. Kelvin Hughes also hold Class 'A' agencies in London and Glasgow.

FAROE: 'WE'LL FIGHT'

A STRONG statement of the Government's determination to safeguard British fishing interests off Faroe was made on Monday by Mr. Bruce Millan, Secretary of State for Scotland.

In a written Commons reply he outlined the position so far and said that he was very concerned about the damaging effect of the temporary measures restricting cod and haddock fishing by foreign vessels in Faroese waters, on British, and particularly Scottish boats.

"We have therefore insisted that the earliest possible start is to be made to the negotiations between the Community and the Faroese on the arrangements for fishing in those waters for the

remainder of 1977. The Faroese are heavily dependent on access to United Kingdom waters and we are determined to take whatever appropriate action is necessary to safeguard our fishing industry's interests at Faroe."

Meeting

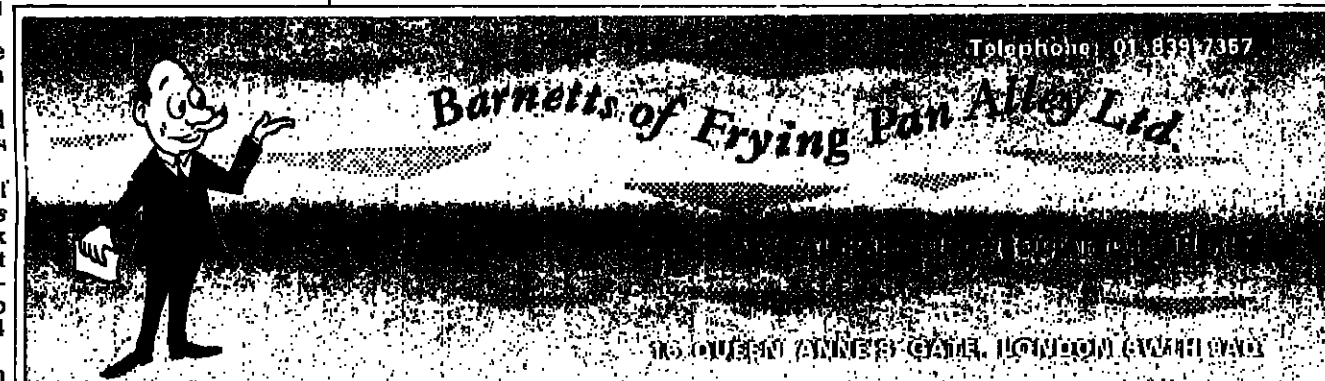
Mr. Hugh Brown, Mr. Millan's junior minister said in another answer that he would soon meet Scottish representatives of the British Fishing Federation to discuss the Faroese situation.

A formal statement from the Scottish Office in Mr. Millan's name quoted him: "The severe limitation on access to the prohibited areas

by our fishing boats is quite unjustified in the light of our good record of conservation in these waters and our strict observance of the agreement with the Faroese authorities. These measures also substantially alter the balance of fishing between the EEC and Faroe."

The statement added that Mr. Millan said that while he accepted the Faroese right to take conservation measures in their waters to protect threatened stocks, there should have been more time for meaningful consultation before the measures were introduced.

The United Kingdom intended to take every possible action in the circumstances to safeguard their interests.



SMOKED SALMON SPECIALISTS. QUICK FROZEN SEA FOOD AND DELICATESSEN MERCHANTS.

APRIL 1977.

WHAT IS A DAUGHTER?

A daughter is a downy-haired miniature gift of noisy nonsense, showering bubbles and burps, left, right and occasionally centre.

A daughter is an indescritably, seductive bundle of stumble-tumble female charm.

A daughter is a tangle-haired, far from tidy junior schoolgirl... with books and satchel carried by infatuated spotted youth.

A daughter is, suddenly, secretive, withdrawn, touchy and prone to Spring-like showers of tears.

A daughter is, even more suddenly, a very aware young woman disguised in High School uniform, with O's successfully levelled and A's soon to surmount.

A daughter is two long, shapely boot-encased legs and a Sixties in-face, divided by the minimum of Carnaby Street gear.

A daughter is hooked on Disque-Bleu and, ignoring heated and repeated protests, puffs madly away while in bed.

A daughter is a winner of reluctant parental permission for a two month working holiday in Europe; staying away nine months and returning with empty rucksack, someone else's moth-eaten blanket, a poisoned toe and a surprising knowledge of conversational French, Spanish, Italian and Kibbutz Hebrew.

A daughter is a flu victim surrounded by Get Well cards and floral offerings from Eddie, Raymond, Jack and Björn... and hot drinks and aspirins from Mother.

A daughter is a dewy-eyed, merry-eyed, false-lashed, calculating doll, going steady with Eddie, Raymond, Jack and Björn.

A daughter is a strident, emphatic, fair-play, fair-share, trendy left-wingist but, perversely, a telephone and bathroom monopolist.

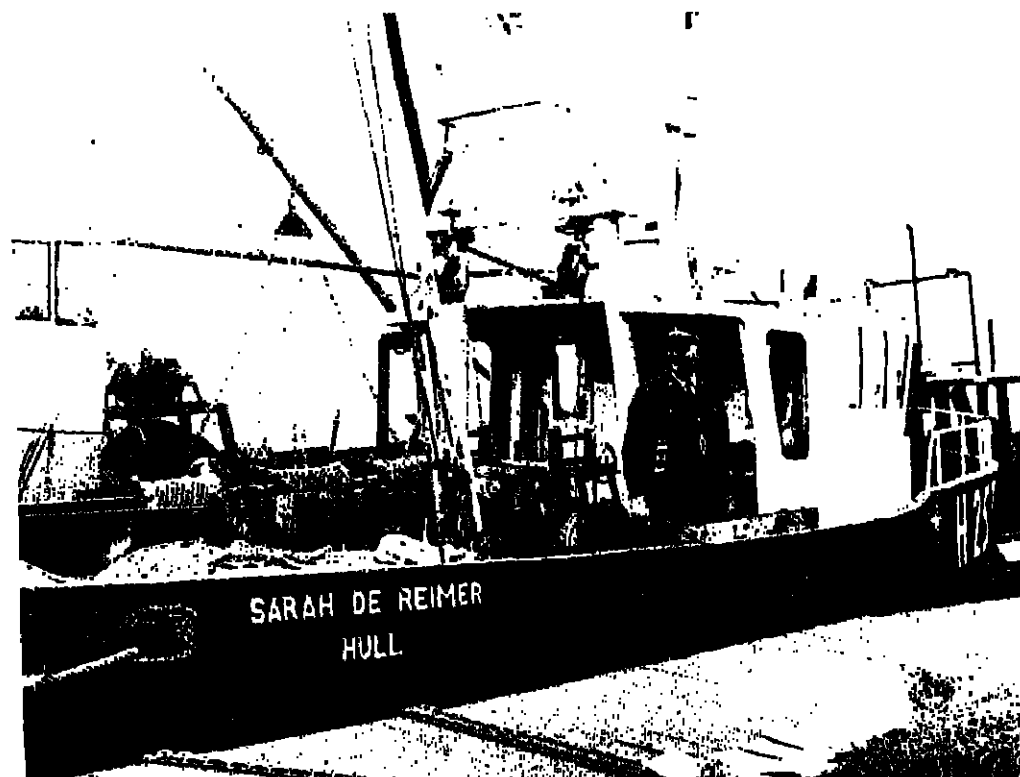
A daughter is a whole world of comfort, a hostage to fortune, a self-centred, pig-headed, intensely volatile and argumentative adversary. Once the pupil, she now teaches that the enormous divergence of thought and opinion between the generations and the sexes, is merely a paper *schéhé* barrier that collapses when confronted by mutual understanding, tact, tolerance and love.

A daughter is the magical lubricant which may not reduce friction, but which hourly motivates the engine of parental endeavour.

(A daughter is, Nicola Evelyn, 3750 grammes, born 28th February, 1977, in Solna, Sweden to Angela Barnett-Lindberg... and Björn).

Mr. Barnett of Frying Pan Alley

... and me



Police guard Sarah de Reimer at Shoreham on which the two bodies were found.

Couple are found dead on trawler

THE BODIES of an Irish couple, visiting Shoreham, Sussex, to buy a trawler, were found dead in the fume-filled cabin of the vessel last Friday morning. Shoreham police are investigating the deaths which occurred at the Lady Bee marina, Southwick, on board the steel trawler Sarah de Reimer (H257).

The bodies were found by a former owner of the boat who saw the couple, Peter O'Farrell, aged 56, a seaman from Galway, Eire, and Carmel Carter, aged 22, of Broomsleigh Street, West Hampstead, London, also formerly from Galway,

slumped in the cabin. One of the rescuers, Mr. Allen Smith, of Brighton, who keeps his own boat near the trawler mooring told Fishing News 'I think the couple were going to sleep on board that night but they were both fully clothed and sitting on a bunk when I saw them.'

'The cabin was filled with fumes and there was not a porthole open, the air was so strong it turned my stomach.'

Fumes from a two-burner cooker, left on to warm the cabin and found still burning the next day, may have caused the deaths in the airtight atmosphere. The couple were believed to have been taking the vessel from Shoreham to a new owner in Ireland on Friday.

A bid to save the couple by dragging them clear of the cabin was made by rescuers but it was unsuccessful. Mr. Graham Barnes, manager of the Lady Bee, told us: 'A new owner had bought the boat and the man who died was to have been the skipper of the vessel and was to sail it back to Ireland.'

'The trawler has been here and fishing from the marina for about nine months. It was a dreadful business. I went to get an ambulance and we dragged the bodies clear but it was too late.'

The boat was formerly owned by Mr. Mike Crowhurst, of Hove.

BRITAIN MUST GET 2.2m TON CATCH OFF EEC

IF PROPERLY conserved the EEC 'pond' should produce around 4 million tons of fish a year. A fair share of this for the British fleet to remain viable would be around 1.2m tons (750,000 demersal and 450,000 pelagic) plus 1m tons of industrial fish.

These were the figures quoted by Mr. Austen Laing, director-general of the British Fishing Federation, in a lecture to the Royal Society of Arts, in London last week.

The rapid decline in distant water fishing — accelerated by the withdrawal from Iceland will continue unless there is aid from the Government and the EEC. 'A quickening rate of change in favour of homewater fishing is needed' pointed out Mr. Laing.

While some success had been achieved by going for

low value species around our own coasts, like saithe and mackerel, Mr. Laing was doubtful if these are long term viable alternatives for many distant water vessels displaced from their areas.

The maximum exploitation of our fish resources will rest heavily on changing the conservative taste of the British consumer to the pelagic fish which abound round our coasts, he said. Acknowledging this as a big obstacle, Mr. Laing was optimistic that this change in eating habits could be made.

There were many hopeful signs, said Mr. Laing. Designers of fish processing machinery could come to the rescue and produce boneless fish from underutilised species. He was also encouraged by the way smoked mackerel had become an 'in-food' without any big marketing drive.

Past food and take-away meal producers, despite the destruction of the vital monopoly of the fish for consumption. There was confidence that the competitive nature of the market would improve — provided that management techniques were used.

The unresolved question of the European Common Fisheries Policy confuses the whole issue of assessing production possibilities for the fleet. Until it has been decided which Member States what and where, it cannot be decided what can be done in third countries nor define what should be sought from them in exchange.

Mr. Laing said that clearly which countries' UK fishing industry was seen in our waters. As yet, no reciprocal agreement with bobbin trawls for work could be set up with the rougher ground and Norway and Iceland's lighter four panel nets for the should be allowed to be cleaner ground.

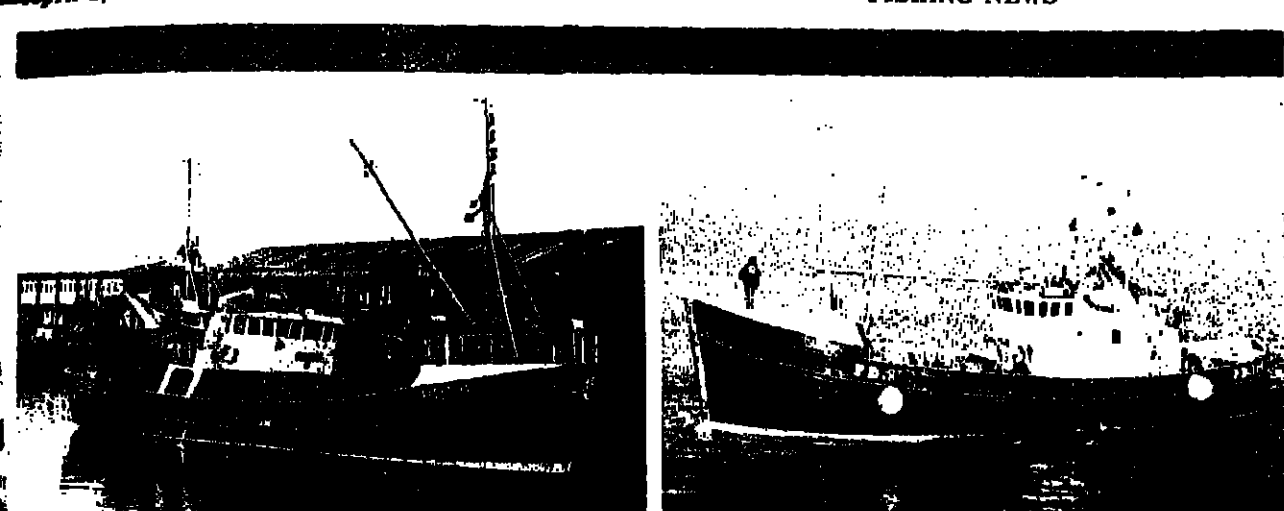
All other countries including the USSR, 2.2m tons of fish per year, he phoned out completely within three years.

Mr. Laing said he was astonished to find that the EEC had opened up talks a 10-year agreement with the USSR.

'The resentment of the fishermen is understandable increased by the knowledge that other EEC fishermen seeking opportunities in the NE Arctic for which they have no long-term justification and in exchange for which Norway and Soviet Union will demand reciprocal rights in its waters.'

'Together these two treaties in 1976 caught 14m tons of fish in what is now EEC but overhauled British waters.' The situation also applied to Faros, pointed out Mr. Laing.

'The fears arising from these negotiations in British fish resources being used to barter for other member states' worries were highlighted by the EEC negotiating with Spain and Portugal areas which have no access for British fishermen. Negotiations are being reciprocal, said Mr. Laing, not phase-out arrangements.



The steel-hulled 88ft Antares

The wooden-hulled 79ft Starcrest

HERRING SKIPPERS SWITCH TO WHITE FISHING

TWO OF Peterhead's top herring skippers have switched to white fish pair trawling and more fishermen are preparing for a change-over in the next few weeks.

Skippers James Pirie and George Collin with their boats the 88ft steel Antares and the 79ft wooden hulled Starcrest have teamed up. They left Peterhead on their first trip on Monday.

These two boats worked this gear successfully last year.

The North Sea shrimp fishery is also getting underway and the majority of Peterhead boats which have returned from the Yorkshire spratting are already joining in or are preparing to start.

With processors looking for bigger supplies of shrimp this could well develop into a significant fishery.

The half dozen or so boats already fishing are said to be getting quite good catches about 120 miles from Peterhead and shrimps are selling for around £13 a tonne.

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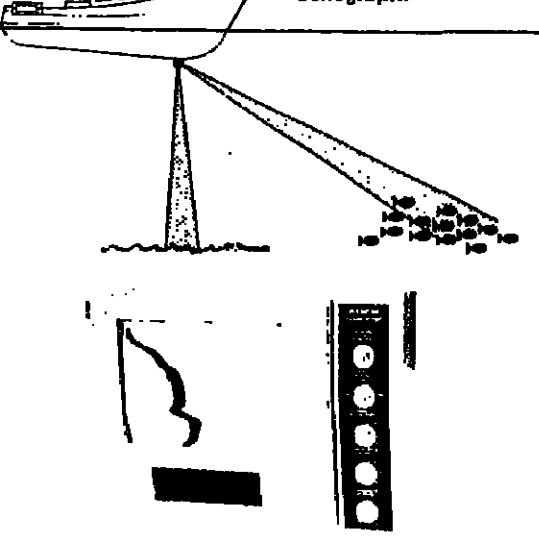
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95 years constant service to fishermen and their families

Veteran fleet operator dies

FORMER MANAGING director of the old Butt Group of companies, Mr. Albert Wright Butt, died at Grimsby General Hospital on March 22, aged 83.

Mr. Butt was one of five sons of Mr. 'Willie' Alfred Butt who founded, together with his brother Walter, the Great Grimsby & East Coast Steam Fishing Co. Ltd., the Loyal Steam Fishing Co. Ltd. and the Standard Steam Fishing Co. Ltd. around the turn of the century. These companies became the backbone of one of Grimsby's most successful deep-water fleets for over 60 years.

After service in the army, mainly in India, Mr. Albert Butt went into the family business in 1919 and rapidly made his mark. His understanding and grasp of all aspects of the industry, especially during the difficult 1930s, is well remembered and it came as no surprise when he became managing director following the Group

reshuffle after the death of his uncle and co-founder, Mr. Walter Butt, in 1936. It was largely due to the efforts of Mr. Albert Butt, and those of his brother Mr. George Butt, that the Group was able to re-assert itself as one of Grimsby's major trawler owning concerns after fairly heavy 1939-46 war losses. He introduced the military class oil burning steamers, which only went out of service last year under BUT's colours.

Mr. Butt retired from fishing in 1957 when Northern Trawlers Ltd. (Associated Fisheries) — since absorbed into BUT — took over the 14-strong fleet of Butt trawlers for a reported £1 million.

He was a director of many companies associated with the industry including the BTF, Humber Ship Stores, the Supreme Fish Curing Co. Ltd., and several other processing and freezing units. Mr. Butt is survived by his wife Edna.

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Homeward ready to take on ice after switching from spratting to seining

SPRATTLING FINISHED AT GRIMSBY

GRIMSBY'S fleet of in-shore sprattlers have now been re-converted back to seining or whitefish pair trawling.

Among the last to finish was Skipper-owner Hugo Thinnessen's Samantha and Francois Winteln in Glenda.

This season a total of 23 vessels from Grimsby have been involved in one of the best and longest seasons on record. The only blemish has been the problems of discharging at Grimsby where landings have been somewhat restricted.

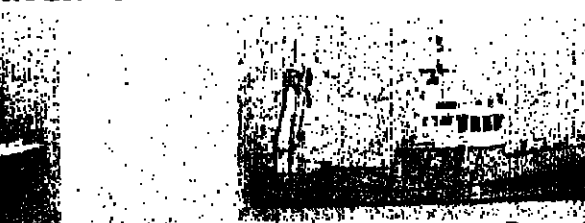
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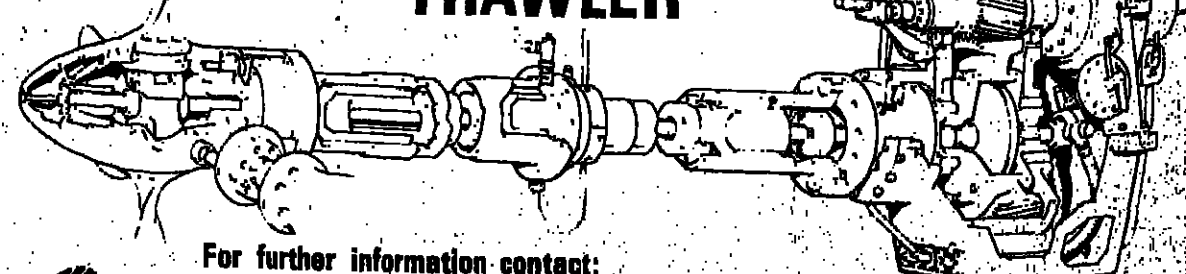
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The WHITE FISH AUTHORITY are holding a 3-day course for business Management in fish processing and marketing commencing 14th June, 1977

This intensive course to be held at the WFA's Industrial Development Unit, St. Andrew's Dock, Hull, will give an introduction to the corporate nature of planning and control for fish processing and marketing companies.



Areas of importance will be covered by expert contributions from the industry. On this occasion guest speakers will include Mr. G. Riley, Fhduis Limited, and Mr. B. A. Perry, Birds Eye Foods Limited.

The greater part of the course will be devoted to a practical approach to the institution of business attitudes and the provision of experience in making executive management decisions under conditions which permit later analysis and discussion. A tool in the development of these techniques is the 'management game' used in other industries and here applied to the fishing industry. The IDU's Management Game developed for use with the WFA's GL 1801A computer is based on the production and marketing of white fish products by fish marketing companies.

REGISTRATION FORM

Please accept the following registration for the three day course 'Business Management in Fish Processing and Marketing'.

Fee £40 + VAT per person, including course notes, coffee and buffet lunch. Cheques should be made payable to the 'White Fish Authority' and sent with this registration form to:

WHITE FISH AUTHORITY, Industrial Development Unit, St. Andrew's Dock, Hull HU3 4GE. Telephone 0482 27837.

Course No. 10: Tuesday 14th to Thursday 16th June 1977 inclusive.

Name: _____

Position: _____

Company: _____

Address: _____

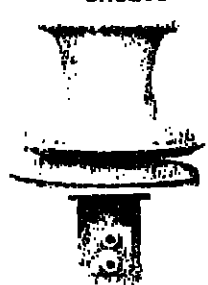
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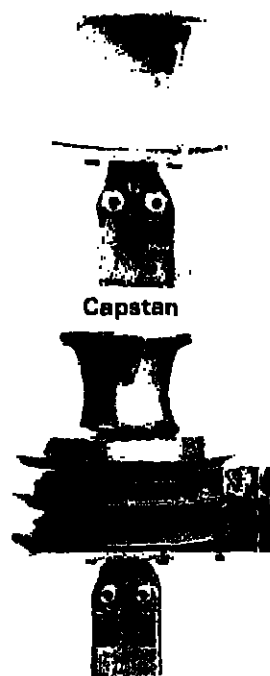
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Beam energy counts
in finding mackerel

A FEW weeks ago I expressed an opinion that shoals of mackerel are more likely to be detected by a fish finder with a frequency of 100 kHz or over than with an instrument with a frequency of less than 100 kHz.

On March 4 I mentioned that UK distributors of a well-known range of sounders and sonars manufactured overseas did not agree with this opinion. The firm felt that it is not possible to be dogmatic about the matter, and that it is often possible to detect shoals with instruments having a frequency of less than 50 kHz.

It enclosed some excellent photographs of recordings made of echoes from mackerel shoals with its 38 kHz sounders and 29 kHz sonars, one of which was published on that date.

On March 11 an advertisement appeared on page three of *Fishing News* quoting Donald MacAlindin, Skipper of the successful purse seiner *Quo Vadis* which had been fishing for mackerel from Plymouth. He was reported to have stated: "The low frequency sonars are useless for mackerel".

I have since received two letters which throw further light on the matter. The information contained in the following extracts from them could be most valuable should you be faced with the problem of selecting echo sounder or sonar primarily for detecting mackerel.

The first was from Mr. A. Atkinson, director of D.A.M. Trawlers Ltd., Plymouth, who wrote: "If it would be of any help to you or your readers, I would like to make the following observations."

"Firstly, my interest has always been in larger shoals of mackerel at night. We have been single boat midwater

trawling for this species for five years now and I have aboard my vessel a Furuno sounder on 200 kHz, a Wesmar sonar on 160 kHz and a Simrad trawl headline transducer on 38 kHz. (I have, incidentally, worked vessels with Simrad 38 kHz sounders installed).

"Without wishing to enter into any argument about make of sounder, it is my opinion that a low frequency sounder is not as good as one of higher frequency for mackerel. My comment on the recording published on March 4 is that it is of a dense shoal of small mackerel."

"If the shoal had been less dense or the fish had been large, a low frequency instrument would not have picked it up. Certainly most users of low frequency sounders and sonars have no trouble in picking up mackerel shoals by day; but they are not so successful at night."

Proviso

"The only proviso I would make in choosing a sounder for locating mackerel is that if you decide to use a high frequency instrument for doing so, you are likely to have difficulty until you have gained some experience with it in determining whether fish are mackerel or pilchards. Apart from that, I would say choose a high frequency sounder every time."

The second letter I received was from Dr. S. J. Lockwood of the MAFS Fisheries Laboratory, Lowestoft, who wrote: "As the mackerel research

programme pursued by this laboratory relies extensively on echo sounding techniques, I may be able to make a useful contribution to your column concerning detection of mackerel by echo sounders and answer in part the question you posed on March 4."

"Overwintering shoals of mackerel encountered off Cornwall are comprised of fish congregating at very high densities. At these densities a low frequency sounder, eg. 30-50 kHz, is quite adequate and will give a display such as the example you gave."

"It may be of interest to your readers to know that the mackerel acoustic surveys carried out by this laboratory, and described in Fisheries Laboratory leaflet No. 32, are made with the use of equipment fitted with a narrow beam 30 kHz laminated (magnetostrictive) transducer."

"In spring, overwintering shoals disperse to the spawning grounds. During this period the shoal density decreases, mackerel become smaller, faster and surface dwelling."

"There is no risk, the target size of mackerel is significantly smaller, faster and surface dwelling."

"Although dense concentrations of mackerel are detected with low frequency fish finders, as in your recording made with EQ 38 kHz sounder, it is important to note that the concentration is greater."

"See letter page 11"

"The West Cornwall coroner heard identification evidence on Terence Patrick Crane from the man's brother-in-law, Graham Wilson of Hull, last Friday. The inquest was then adjourned until a later date."

Cherry Burton came to Penzance at the end of January with a fleet of Newington-owned trawlers from North Shields to join in the mackerel season. She returned home last week.

Mr. Crane was last seen at about 1am on Monday morning last week when he said he was going to return to the trawler in the inner basin.

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John Burgess



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MACKEREL INVADERS
LEAVE A BAD TASTE

THE BIG Scottish and North-Eastern fishing boats which spent much of the winter based at Penzance for the mackerel fishery have now pulled out — leaving between them a tragic

legacy of three deaths and a wake of drunken behaviour that will be long remembered locally.

Last Friday, the body of the third fisherman to die (see below) through drowning at Penzance since December

was recovered from the harbour. Local people — including the police — believe that high-spirited spree in the town's pubs are to blame.

Numerous fishermen have had to be helped back to their boats after excessive drink-

ing, and some of the visitors have been described as "paralytic" on occasions.

"Climbing back onto a trawler in the pitch dark when you are full of beer is not the easiest of things," said one police officer.

On the night the last of the three to die fell into the sea, one of his shipmates broke a leg falling to the deck from the quayside. Eight or nine men have fallen into the sea, but have been rescued.

While the Penzance dock gates were away for repair, the harbour has dried out at low tide and vessels have often been about 15 ft below the level of the quay.

Gangway and other safety aspects will be given considerable attention by the port authorities before next winter.

The committee would then have the right to issue licences allowing fishermen access to certain areas only.

In order to control shellfish beds, the committee is to consider closing the Exe, Salcombe and Tamar estuaries, and to do this, may soon apply to the appropriate authorities for the necessary Orders.

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Risk in cutting
coastguards

REPORTS that Whitby may face cuts in its Coastguard Service have upset the local fishing industry.

The fears are that Whitby's branch could be demoted or even closed, with the Tees taking over as a fully-manned constant watch station which Whitby is at present.

At a meeting of Whitby Keel Boat Society, Skipper Jim Leadley, chairman, said the society would support any organisation in resisting cuts. He said Whitby is in a far better position both for radio reception and visibility than Teesside. "Whitby is the ideal situation for the Coastguard station."

The society has sent a letter to Coastguard headquarters in London saying hundreds of full time and

part-time fishermen are concerned.

Whitby Coblemen's Association has also written expressing its concern saying: "Two hundred fishermen at Whitby are dependent on the Coastguard service for their safety 12 months a year, day and night. With a 100 boats working out of Whitby, the risk of loss will be greatly increased if there is no Coastguard station. It is situated on the best site on the coast for observing all types of seagoing craft between the Tees and Scarborough."

The association wants to know why fishermen have not been approached on the matter, saying any economy cuts in the Coastguard Service can only be done at the risk of life.

Lost crewman
—body found

A 25-YEAR-OLD Hull fisherman, who was married only six months ago, went missing from the trawler *Cherry Burton* at Penzance on Monday last week.

A police diving team searched the harbour on the Tuesday, but a body was found by a four-man sub-aqua club team on Thursday last week some way from where the 75-footer was moored.

The West Cornwall coroner heard identification evidence on Terence Patrick Crane from the man's brother-in-law, Graham Wilson of Hull, last Friday. The inquest was then adjourned until a later date.

Cherry Burton came to Penzance at the end of January with a fleet of Newington-owned trawlers from North Shields to join in the mackerel season. She returned home last week.

Mr. Crane was last seen at about 1am on Monday morning last week when he said he was going to return to the trawler in the inner basin.

There had been two fishing tragedies at Penzance earlier this winter. In December

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WHITBY
RESCUE
AWARDS

TWO WHITBY lifeboatmen, Robert Allen and Richard Robinson, have been awarded bravery medals for the rescue of a man from the trawler *Admiral Van Tromp* wrecked off Whitby last September.

Robert Allen, coxswain of the lifeboat, will receive the RNLI's silver medal for great courage and seamanship in overwhelming conditions.

Richard Robinson, helmsman of the inshore lifeboat which plucked the man from a rock and transferred him to the lifeboat, will receive the bronze medal for bravery and skill.

At one point two giant waves swept over the lifeboat knocking one man unconscious and dislocating another's shoulder. For their courage, Patrick, Thomas, Dennis, Carrick, Howard Bedford, Raymond Dent and Terence Hansell of the lifeboat, and David Wharton and Anthony Easton of the inshore lifeboat, have been awarded an inscription from the RNLI.

Reserve crew members Michael Coates and Brian Hodgson will receive medal service certificates.

Keith Bower, second coxswain of the Torbay, Devon, lifeboat, has become the first man since 1886 to receive the RNLI's gold medal for gallantry, sometimes known as the lifeboatman's VC. This is for his part in the rescue of 10 people from a disabled freighter in December, last year.

Simrad MC Scale Expander
...unmatched information
for all types of fishing

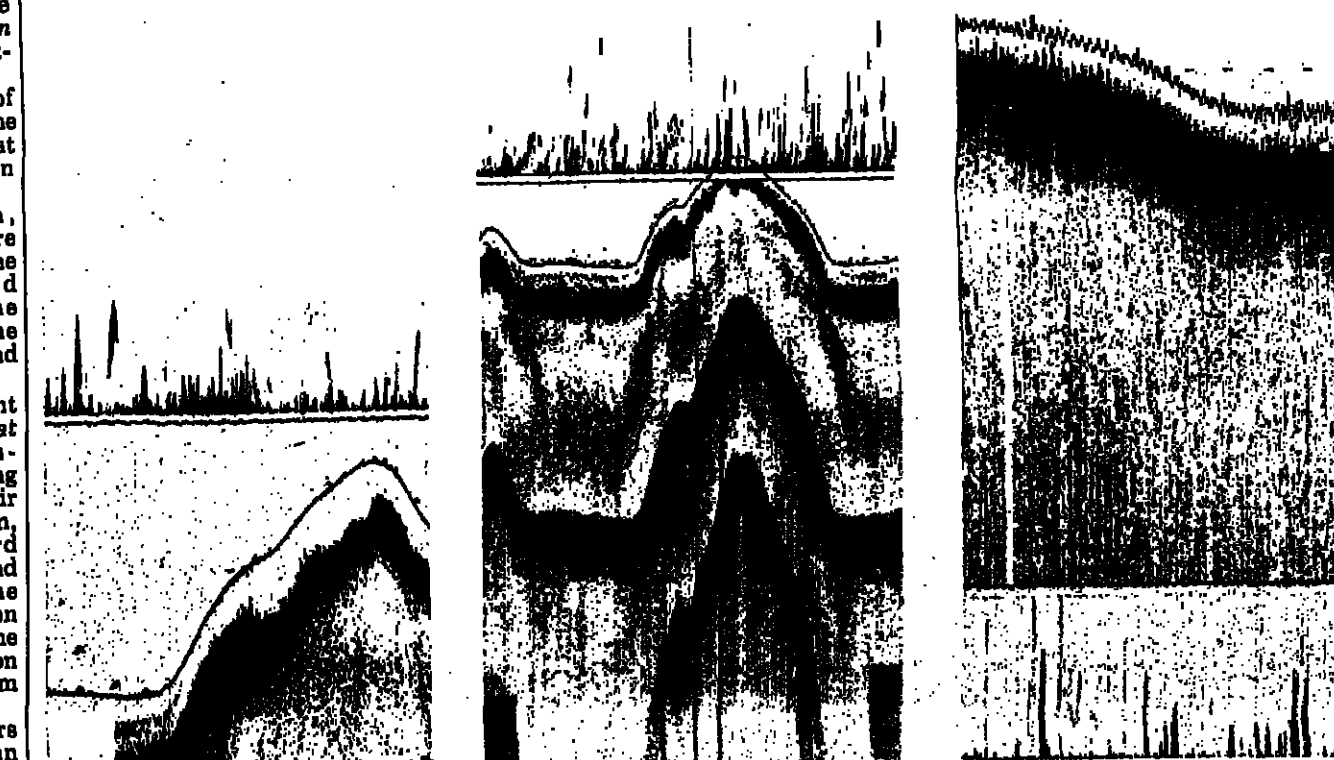
The SIMRAD MC combined scale expander and storage unit increases the resolution of the echo recording by storing the echoes from a selected layer and expanding them on the echogram.

Together, the SIMRAD EQ (or EK-S) echo sounder and the SIMRAD MC scale expander provide unmatched, overall coverage and fuller information for all types of fishing.

Recording bottom locked in 50 fathom range. Range of expansion: 1.7 fathom. Displayed from top of paper and over half paper width.

Recording is bottom locked in the 100 fathom range 3.3 fathoms expanded range. Straight line display over one-fifth of paper width. Note outline of bottom contour is visible through expanded section.

Recording is bottom locked in 30-80 fathom range. Range of expansion 1.7 fathoms. Straight line display over one-fifth of paper width.



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Fouled-up

"I HAVE an old Morris Vedette engine which has served me well for many years. But the cylinder block and cooling water passages have now become obstructed by salt water scale."

"I have tried to get a de-scaling fluid but have not been able to do so and have consequently been thinking of using sulphuric acid."

"Do you think it would do the job? If not, can you tell me where I can get an effective de-scaling fluid?"

"I don't think it would be a good idea to use sulphuric acid as it would be likely to damage gaskets and perhaps the metal surfaces of water passages as well."

"To prevent formation of scale the manufacturers of your engine recommend that passages should be flushed with fresh water at least every

300 hours. The firm says that to obtain access to them it is necessary to remove the cylinder head and to remove the lower flange with its attached drain cock."

A suitable receptacle should then be placed underneath the opening and water passages thoroughly cleaned out with a hosepipe, water under pressure being used if possible."

When the engine is being re-assembled, care should be taken to dry out any water which has splashed into the cylinder bores."

Only if such procedure fails to remove scale and impurities from the passages in your engine will you have to have recourse to a de-scaling fluid."

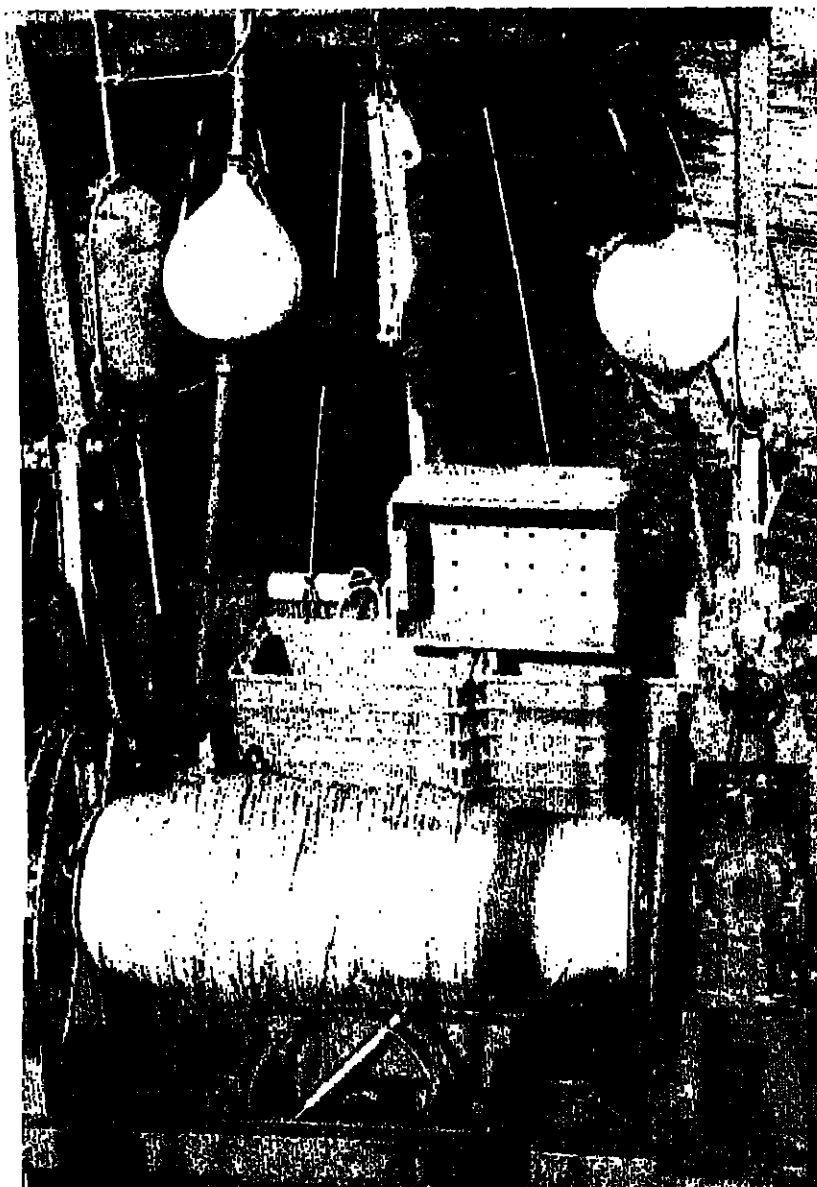
In that case it would be best to use one recommended by the engine manufacturers."

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Newcomers take do-it-yourself route to inshore fishing



THE steel-built inshore long-liner *Kwester* launched at Mylor, Cornwall, last month has been the subject of a lot of highly-original engineering.

She began life as a cruiser hull from a local engineering firm, but the building work was not completed.

Ian Frost and partner, Bob Plant, acquired the hull and set about the job of re-profiling the underwater sections. Originally the hull was almost flat bottomed, so a deeper draught was needed to improve her seakeeping. The hull was turned upside down to complete the work which took over three months.

The main fitting out was finished after about one year. Hull plating is 6mm to water line, with 1/2 in. plate above the basic shape being semi-chine. The plate was specially treated against corrosion by the suppliers, Slade of Hayle.

Dimensions of *Kwester* are: length 30ft., beam 10ft. Left: up to five miles of 8mm nylon line can be carried on *Kwester's* diesel-powered long-lining drum. The drum lifts off easily to accommodate a trawl winch.

9in., and draft, 4ft. 9in. Her gross deadweight is 12 tons. Concrete ballast is moulded in and the hull has four watertight bulkheads, each with its own bilge pumping system.

The forecabin has a toilet and one starboard side bunk. The forward wheelhouse is an ample 5ft. x 8ft. and houses a Decca Mk21 Navigator, Kodak Fishfinder, 'Sailor' VHF radio, all on hire, and a Seascan 16-mile range radar. The scanner is mounted on the 4in. square sectioned mast which can be lowered by removing a stainless steel pin at wheelhouse roof level. Cooking facilities and an extractor fan are also fitted.

The wheelhouse, of 1/2 in. plate, is offset to port to give an 18in. walkway to starboard. The door to the deck is closed by a handwheel-operated heavy steel door and is watertight. The very

positive steering is by chain and shaft, turning a 7:1 reduction worm box to operate a balanced rudder.

The engineroom is reached via a bulkhead door from the wheelhouse and access for maintaining the 160 hp 6LX Gardner diesel is good. This engine was marinised and reconditioned by Ian Frost at a cost of over £2,000. A Borg Warner 73C oil-operated gear box drives the 19in. x 19in. propeller with no reduction

Fuel tanks

This has resulted in very low fuel consumption and gives *Kwester* nine knots at 8,000 rpm. The dry exhaust stack is mounted in a Venui tube aft of the wheelhouse. Steel fuel tanks lined with GRP are fitted each side of the engine and they hold a total of 140 gallons. Both are

fitted with 1/2 in. engine driven 10 amp, 1000lb. pulse hauler. A low, low pressure pump to power a cag system designed which will let season.

An unusual *Kwester* feature is the tube house steel shaft bearings with clearance nuts are fitted by pressurised air adequate for 20 hours running reported no even

Topping up

A small steering gear compartment is situated aft of the hold. This houses the batteries and water tank. The tank has an electric pump, supplying the wheelhouse, and even the engine header tank can be topped up at the flick of a switch. The hatch is closed by a cam action lever and is watertight.

Ian Frost has designed and made a complete lining system that has proved successful in very bad weather. The line is carried on a drum which holds 5 miles of 8mm nylon line. At present the drum has a speed range of 20-200 rpm and is powered by a 3 hp diesel, but later it will be hydraulically-driven.

An American-designed longline clip, of which Ian holds the agency in the UK, is clipped on when shooting. The stainless wire snoods, said to be tangle free and very strong, are stored in GRP bins with ply partitions. The bin system allows the snoods to be baited up ashore, and ice in the bottom keeps the bait fresh. The line is made up in 220 metre lengths so that, if suitable grounds are overshot, a dhan can be clipped on and a new shot made.

When shooting, the line leaves the drum and is lead to a block on the forward mast some 12ft. above the deck. It heads down to a port side roller and the clips are put on outside the gunwale. This keeps the deck clear of line and the clipping operation, being outside the vessel, is very much safer.

Hauling is carried out by leading the line through a specially designed starboard roller, over the hauler mounted starboard side, aft through a snatch block on the stern gantry into the spooling gear and on to the drum. The drum is driven through an adjustable clutch and only slack is taken up; the drum stops automatically if hauling is interrupted.

The system has been designed for two-man operation, the hauler controls being remotely operated at the gaffing position. As the system depends on a very reliable and easy to use clip, Ian Frost had to use the American design as he considers no suitable clips are available in this country.

Silver steel

The clips are made of nickel silver steel and can be bought in sizes from 2 1/2 in. to 4 1/2 in. They grip small diameter rope very well and will roll around the line, without the grip being impaired, and can be instantly released. They are used extensively on the west coast of America in all types of line fisheries.

For more information about the clips contact Ian Frost at 42 Comfort Road, Mylor Bridge, Falmouth, Cornwall.

Kwester has an adjustable stern gantry for use when trawling. Hydraulically-



operated, the gantry can be used to lift objects up to three tons over the transom and the midship and stern sections of the hullwarks can be removed. Ian Frost designed the line drum so that it can be replaced by a trawl winch simply by removing heavy pins and switching units.

As if all these revolutionary features were not enough, he then decided to design and make his own trawl winch! This hydraulically driven unit it has a three-ton pull and is powered by a 9,000 in. pound torque motor. It holds 300 fathoms of 8mm warp and features disc brakes.

Each drum has its own four-position lever which engages neutral, with hydraulic lock, forward for drive, aft for free-wheel and sideways for braking. A further speed control, and clockwise or anti-clockwise drive lever, is fitted centrally. Hand-operated spooling gear is also a feature of this winch. A 12ft. beam trawl is to be

used and later, when her towing capabilities are assessed, otter gear will be used. The total outlay on the vessel is in the region of £12,000, which represents very good value for such a versatile vessel.

Ian Frost is a former industrial engineer and consultant who holds an H.N.C. in Mechanical Engineering with Endorsements in Electrical Engineering. He came to Cornwall five years ago to escape the rat race and started up his own firm; but this developed into a concern similar to the one that he

had left. So he decided to pull out and take an engineer's look at the fishing industry. *Kwester* is the result.

The idea of mechanising inshore operations offered him an irresistible challenge. Conventional lining techniques seemed to him archaic and dangerous and he decided to improve on them.

Kwester's first trip produced over 1000 lb. of ling, dog and conger with only a three-hour lay. Working 12 miles out in force six is not perhaps the best way to test a system, but it worked.

Kwester was originally almost flat-bottomed. Her do-it-yourself crew reprofiled the hull which now has a 4ft. 9in. draft. The stern gantry is hydraulic — one of *Kwester's* many novel features.

They have had one expensive set-back, however. A shot was made inshore and a local trawler carried away 3,000 metres of line during hauling.

Ian Frost and Bob Plant have very limited fishing experience but, once this is acquired, the *Kwester* project looks set for success.

Navy men build in ferro-cement

FERRO MAID, a 27ft. long ferro-cement boat recently launched at Mylor, Cornwall, has been designed by Mike Spencer of the Penryn firm, Spencer-Carter.

Mike Spencer had almost completed the steel framework stage when her present owners took her over. Peter Richards, an engineer at RNAS Culdrose; Mick Angel, a petty officer for 20 years in the RN; and Robbie Robertson, who had 30 years in the Royal Navy, are her joint owners.

tally and vertically, covered by six layers of 1/2 in. square weldmesh.

The mix for the hull was 2:1 salt water-resistant sulphate cement and high-quality grit. Average hull thickness is 1 1/2 in. and the mortar mix was applied by a 12-man team, four of whom are professional plasterers. The hull was cured for 28 days, with the hull being damped down with water every day to ensure slow, even drying.

The forward deck and forward wheelhouse are of ferro-cement some 1/2 in. thick. The roof, also of ferro-cement, is insulated with 3 in. Cosywrap covered with pine panelling. One 6ft. bunk is fitted in the forecabin. The wheelhouse is equipped with a cooker, sink, Ferrograph G600 sounder and Seavoice VHF radio. Steering is hand-hydraulic Vetus controlling a balanced rudder.

Trials speed

A 3ft. by 4ft. hatch provides access to the Mercedes OM314 diesel which is rated at 80bhp and an oil-operated P.R.M. gearbox is fitted. A 1 1/2 in. diameter stainless steel shaft turns a 20 in. x 14 in. propeller and the

boat achieved eight knots on trials. A fish hold with a large hatch is situated aft of the engine bay and, immediately aft of this, is a steering gear compartment.

The main deck is of 1/2 in. ply, sheathed with non-slip GRP, and is supported by 3in. x 3in. frames. The mizzen mast carries a sail, radar reflector and landing boom.

Salvaged

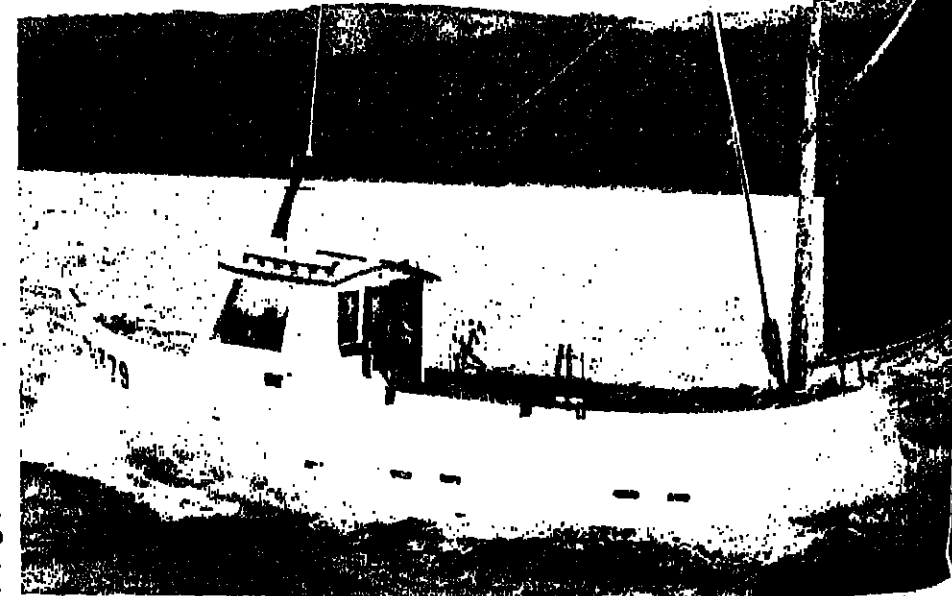
All her woodwork is teak — salvaged from a local rifle range floor laid in 1917! Total equipment costs were around the £7,000 mark, the engine being £3,000 of this.

Ferro Maid has been on mackerel and, considering her crew's fishing experience amounts to just a few weeks, has showed good returns. She may be fitted with a line hauler for the summer season, or work as an angling vessel.

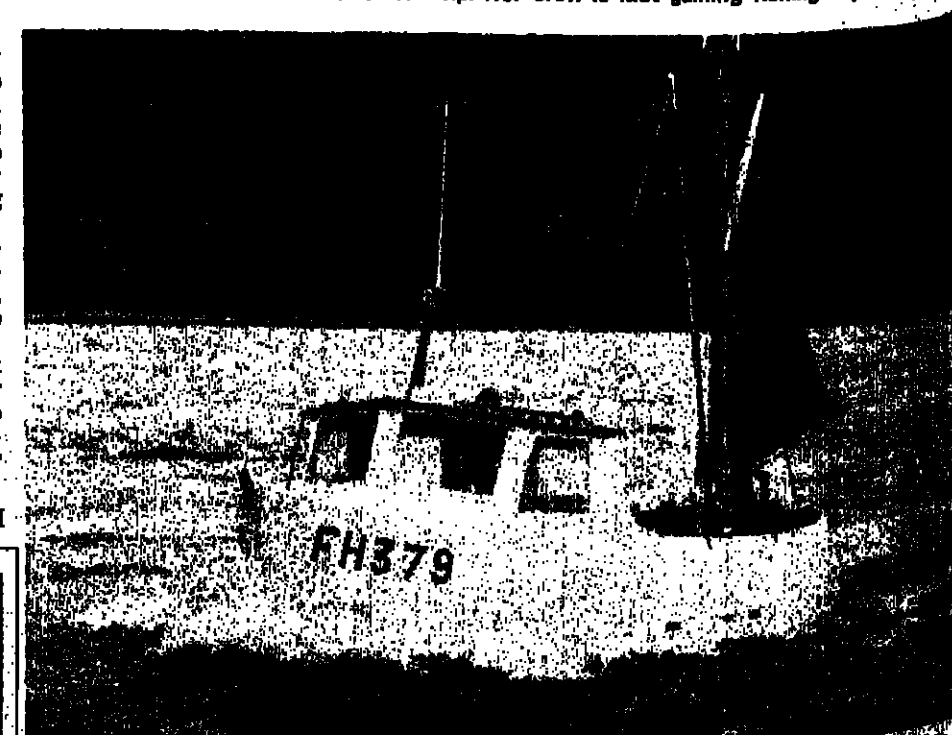
Her owners are very pleased with her performance, especially in a following sea, although the bow does tend to be rather wet.

Peter Richards and Mick Angel have built a 36ft. motor sailer in ferro-cement before and they are already considering building a 39-footer similar to *Ferro Maid*.

MARTYN MELHUISE



Above: *Ferro Maid* out on a mackerel trip. Her crew is fast gaining fishing experience.



Ferro Maid is powered by an 80-bhp Mercedes diesel and has a speed of 8 knots.

ST OF our wrecks har- large numbers of big and many British sea- ling records are likely to be washed around them.

Wreckers who take out party must come to realise there are two types of boat

the "blood and thunder" are who want to get the big ones and don't show far they travel to go fishing. The other breed are light tackle chaps who are fun over inshore or like bream, sea- mullet and similar

types enjoy their sport providing they get some fish, they will praise wreckers.

Groundbaiting will entice fish out of the wrecks, and you can introduce it where you fancy by using weighted paper bags. This will sink to the desired spot and burst, scattering the contents around. A good wreck groundbait is a mixture of chopped fish pieces, mashed small crabs, mussels and slipper limpet. Sand is used to weight the paper bags.

Wreck fishing is carried out in a variety of ways. Strong tackle is needed for fighting powerful fish in deep water. Most

DEREK FLETCHER'S

sea sport

varieties of fish have learnt to use the pressure of the current to good advantage.

A strong trace made of rustless steel and plenty of swivels will take care of the fish around wrecks. Specimens like large conger, skate, dogfish, ling, pollack, monkfish and angler-fish.

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Finding suitable marks is aided by charts, or contact the local sub-aqua club. Anglers and skin-divers were once at logger-heads but, today, there

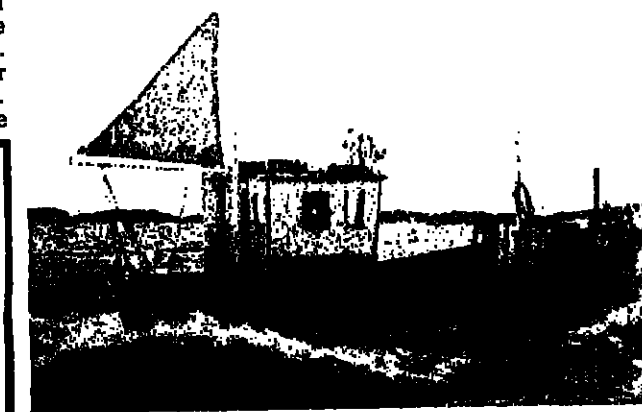
is a friendly relationship. Professional fishermen, approached in a respectful manner, will pin-point wrecks for you. There are few professionals who have not lost gear on them.

You will obviously use the strongest rod you have, but most important is to have a reliable reel with a quick recovery. You must get a hooked fish quickly away from any obstruction — especially a large conger which will grip hold of any obstruction, with an occasional thump on the line. Always go afloat with an experienced skipper or a local club member. Wreck fishing is tricky without someone experienced aboard.

Sometimes I am asked for advice as to the best places for wrecking. One of the hot spots is in the Orkneys and Shetlands, where some of the German fleet was scuttled after the First World War. The numerous wrecks here are the haunt of many rod-baiters.

Also recommended is to put out from Penzance or Brixham. There are several wreck marks which offer mixed varieties. An American angling friend recently told me that back home they were enjoying great sport from wrecked cars dumped in the sea, linked together by cables. These artificial reefs trebled their sport within a fortnight.

Swedish luxury



THIS is how the Scandinavians like their Cygnus boats — with a forward whaleback.

The GM26 craft is one of four which the Falmouth-based boatyard has sold to Scandinavia in recent months. There is accommodation for two under the whaleback, including a toilet compartment. Heating is by a Reflexe drip-feed oil unit. A galley is mounted in the wheelhouse and other fittings include dual-station steering, flush decks and insulation.

Boats are usually supplied to Sweden less electronics, but with a hydraulic pump installed and snap-on connectors for the deck gear in position.

The boats are designed for living aboard and the standard of their accommodation is described as luxurious by the builders. These extras cost some £1,100 on the GM26.

The firm's Swedish agent, confirmed an order for more vessels last month. These are for two 28-footers, one 36-footer and a 21-footer.

SEVEN crewmen lost as Cardiff trawler *Mura* runs aground on rocks at Stanbury Mouth, Cornwall.

FISHING NEWS published photograph of Buckle steam drifter *Mourentania* aground on rocks half-a-mile from Eyemouth. She is thought to be a total loss.

GRIMSBY's mayor calls for memorial to the port's fishermen drowned over the years.

APRIL 2, 1927

METEOR, throwing off brilliant bluish-green sparks, reported to have hurled over mizzen mast of Brixham smack. It vanished with "roar like thunder" several miles to the north.

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